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United States Department of Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900A). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Major Anderson Shipwreck (Barkentine)
other names/site number 47-MN-485

2. Location

street & number 4 miles north of Two Rivers, WI in Lake Michigan near the mouth of Molash Creek N/A not for publication
city or town Town of Two Rivers X vicinity
state Wisconsin code WI county Manitowoc code 071 zip code 54241

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jim Drayton Signature of certifying official/Title Date 8/27/14
State Historic Preservation Officer - Wisconsin

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
(See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

Major Anderson Shipwreck (Barkentine)

Manitowoc

Wisconsin

Name of Property

County and State

4. National Park Service Certification

I hereby certify that the property is:
[checked] entered in the National Register.
See continuation sheet.
determined eligible for the National Register.
See continuation sheet.
determined not eligible for the National Register.
See continuation sheet.
removed from the National Register.
other, (explain:)

Edson H. Beall

10.15.14

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

private
public-local
[X] public-State
public-Federal

building(s)
district
structure
[X] Site
object

contributing 1
noncontributing 0
buildings sites structures objects total

Name of related multiple property listing:
(Enter "N/A" if property not part of a multiple property listing.)

Great Lakes Shipwrecks of Wisconsin

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/Water-Related

Current Functions

(Enter categories from instructions)

LANDSCAPE/Underwater

7. Description

Architectural Classification

(Enter categories from instructions)

Other-Barkentine

Materials

(Enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Major Anderson Shipwreck (Barkentine)
Name of Property

Manitowoc
County and State

Wisconsin

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHAEOLOGY/ HISTORICAL-NON-
ABORIGINAL
MARITIME HISTORY
COMMERCE

Period of Significance

1861-1871

Significant Dates

1861

Significant Person

(Complete if Criterion B is marked)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Laffrinier, Ira

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Major Anderson Shipwreck (Barkentine)

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Name of Property

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous Documentation on File (National Park Service):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreage of Property Less than one acre

UTM References (Place additional UTM references on a continuation sheet.)

1 16 458733 4892232
 Zone Easting Northing

3 _____
 Zone Easting Northing

2 _____
 Zone Easting Northing

4 _____
 Zone Easting Northing

See Continuation Sheet

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared By

name/title	Tamara Thomsen	date	9/22/2013
organization	Wisconsin Historical Society	telephone	608-221-5909
street & number	816 State Street	zip code	53706
city or town	Madison	state	WI

Major Anderson Shipwreck (Barkentine)

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Name of Property

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Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items (Check with the SHPO or FPO for any additional items)

Property Owner

Complete this item at the request of SHPO or FPO.)

name/title

organization

street & number

city or town

State

date

telephone

zip code

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects, (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 4 miles North of Two Rivers, Wisconsin, in Lake Michigan, the barkentine *Major Anderson* (47-MN-485) lies on the lakebed in 3 to 10 feet of water. Although her rigging and deck machinery were salvaged, her lower hull remains intact and well preserved under an estimated ten feet of sand. The barkentine *Major Anderson* was constructed by shipwright Ira Laffrinier in Cleveland, Ohio, in 1861 and carried various bulk cargoes on the upper Great Lakes for the duration of her career. In early October 1871, the *Major Anderson* became lost in the dense smoke from regional fires that settled over Lake Michigan and an error in navigation caused her to ground during a gale. The *Major Anderson* wreck site has yielded significant information on barkentine construction and has potential to yield additional information.

Site Description

The remains of the barkentine *Major Anderson* sit on a heading of 265 degrees, 4 miles north of the City of Two Rivers, pointing in toward the beach at Point Beach State Forest near the outlet of Molash Creek. Her bow rests in 3 feet of water and her stern in 10 feet of water. Her bulwarks and rail are not extant. From the deck down, her lower hull remains intact with an eight-degree list toward her port side. Her remains are well preserved and buried under an estimated ten feet of filled sand. Her windlass, centerboard winch, bilge pumps, wheel, and much of her rigging were salvaged shortly after her grounding and are not extant on site.

A baseline was attached at the aft edge of the stempost and stretched 136 feet along the centerline of the vessel until the remaining portion of her stern disappeared into a sand bank. All measurements for the survey were taken from this baseline. Aerial images taken a month before the survey indicate the stern was fully uncovered in the spring of 2013 and the stern appears to be intact. An estimate based on the areal photographs surmised that the vessel was greater than 150 feet in overall length. The vessel's beam, measured at her widest point was 32.4 feet. Given the wreck dimensions, location, and a comparison of vessel losses in the vicinity based on historic newspaper accounts, the vessel remains were determined to belong to the barkentine *Major Anderson*. Between her initial survey on 2 July 2013 and a follow up site visit on 11 August 2013, many new areas of the wreck were exposed while the shifting sand obscured previously uncovered areas. As the site rests in a dynamic environment, no invasive zebra or quagga mussels have colonized her hull, allowing for detailed observations.

The *Major Anderson*'s stempost measures 0.8 feet by 0.8 feet square with only 1.4 feet exposed above the sand. A break in the ship is evident on the starboard side where the hull has separated 2.2 feet from the stempost. One piece of outer hull planking has sprung eight frames back on the starboard side. Otherwise, the integrity of the vessel's lower hull remains intact. Outer hull planking measures 0.5 feet wide by 0.15 feet thick. Ceiling planking measures 1.2 feet wide by 0.15 thick. One hundred and thirty-seven feet of the starboard side including 84 frame sets were exposed above the sand; only 12.3 feet of the port side and 3 frame sets were uncovered and visible at the time of the survey. The vessel is

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Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

double framed. Individual futtocks measure 0.4 feet wide by 0.6 feet thick with 0.9 foot spacing between frame sets. Ceiling planking, futtocks, and outer hull planking are fastened together with iron drift pins, roved atop the ceiling planking and peened on the outside of the vessel. Drift pins measure 0.05 feet diameter and roves measure 0.15 feet in diameter. Flecks of green paint and oakum in her seams was observed on the outer hull.

Although much of her rigging was recovered, evidence of *Major Anderson's* three masts is extant. Three of four iron chainplates that supported the foremast remain on her starboard side. Chainplates measure 0.3 feet wide by 0.7 feet long by 0.15 feet thick and are bolted through the outer hull planking, frames and ceiling planking and secured inside and out with square nuts. The forward most chain plate is 5.5 feet forward of the aft two chain plates with an outline of the missing chainplate evident. The aft two individual plates of the foremast are spaced 3 feet on center. By the position of the chainplates and extant deck stanchions, the foremast's position is estimated at 26 feet aft of the stempost. Although the step remains obscured by sand, this would indicate that the masts were not raked.

All four of four mainmast chainplates are extant on the starboard side hull. These measure 0.3 feet wide by 0.7 feet long by 0.15 feet thick and are spaced 3.0 feet, 2.9 feet and 3.2 feet on center forward to aft. By the position of these chainplates and extant deck stanchions, the position of the mainmast is estimated at 76 feet aft of the stempost, and 3 feet aft of the centerboard trunk. The mainmast step remains obscured by sand, and no remnants of mast hole through the deck or mast partners are evident.

Three mizzenmast chainplates were visible before the starboard hull disappears into the sand bank. It is uncertain if other chainplates remain attached to the hull but are covered by sand. The chains measure 0.3 feet wide by 0.7 feet long by 0.15 feet thick and were spaced 3.2 feet and 2.9 feet on center. A remnant of the broken mizzenmast is located 130 feet aft of the stempost. The mizzenmast stub measures 1.5 feet in diameter and would have protruded through the cabin roof.

Along the starboard hull, 1.5 feet aft of the foremast chains and 1.5 feet aft of the mainmast chains are lumberports, which allowed dimensional lumber to be passed through the hull below the bulwark and directly into the hold. The lumberports are 3.0 feet wide by 1.0 foot tall, measured on the inside of the vessel. To insure watertightness, an iron cover wider than the port opening was fitted to the outside of the vessel and measured 3.4 feet wide by 1.4 feet tall. The top of the cover is hinged, and the outsides of the doors are adorned with a two diamond decoration which served not only as decoration, but backed the dogging pins which are attached to the inside of the doors. These pins have an eye on the end attached to the door and measure 1.1 foot in overall length. It is uncertain if any additional lumberports are located near the stern quarter of the vessel or if lumberports are on her port side as both areas are heavily sanded.

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Lake Michigan, Manitowoc County, Wisconsin

The deck shelf is a longitudinal beam fastened to the ceiling planking, measuring 1.1 feet wide by 0.4 feet thick and is supported by hanging knees located under the deck shelf at each deck beam. The deck shelf is rabbeted 0.10 feet to accommodate deck beams. The hanging knees that support the deck shelf are 2.6 feet tall, 2.4 feet across the supporting edge that runs under the deck beams, 0.8 feet across the neck and 0.3 feet thick. A secondary longitudinal beam inside of the deck shelf measures 1.1 feet wide by 0.4 feet thick. It is also rabbeted and fills the remaining space atop the knee and under the deck beams. Two sections of this stringer remain extant along the inside starboard edge of the vessel. Deck beams are spaced 3.6 feet on center and measure 0.85 feet wide by 0.4 feet thick. Eight deck beams remain extant on the starboard side, and portions of twenty-nine deck beams are exposed on the port side. Large sections of deck planking remain extant on the port side of the vessel. This deck planking varies 0.4 feet to 0.5 feet wide by 0.10 feet thick.

Deck stanchions protrude 1.7 feet above the sand and vary 0.4 feet to 0.5 feet wide by 0.5 feet thick. Four stations are extant forward of the centerboard trunk and seven are extant between the centerboard trunk and the cargo hatch.

The centerboard trunk is located 46 feet aft of the stempost and measures 28.5 feet long and protrudes 2.4 feet above the sand. The trunk is on an eight-degree list to port. The list is the same as the overall list of the vessel suggesting that the trunk may remain attached to the keelson beneath the sand. Four boards of the trunk were exposed above the sand at the time of the survey and measure 0.6 feet wide and 0.4 feet thick. A covering board on the top of the trunk is 1.4 feet wide and 0.3 feet thick. A raised cap, forward of the aft lifting hole on the trunk is 4.3 feet long, 1.4 feet wide and 0.6 feet thick and is beveled athwartships along its length. Lifting holes for the centerboard are located 2.8 feet from either end of the trunk and measure 1.2 feet long by 0.4 feet wide. Filled with sand, it is impossible to determine if the centerboard remains housed within the trunk, if it is broken or deployed. Vertical iron reinforcing tie rods flank both sides of the centerboard trunk penetrating every other deck beam along the length of the trunk.

An iron cargo hatch combing is fastened atop deck beams 108.7 feet aft of the stempost. The hatch opening measures 6.9 feet long and 6.8 feet wide. The combing stands 1.2 feet tall above the deck beams and is 0.25 feet thick. On port and starboard sides of the combing are four inset index keys to received boards that would have laid across the top of the hatch and to which the hatchcovers would have been set down into place. These keys measure 0.13 feet long, 0.3 feet wide and 0.3 feet deep. Rings to dog down the hatchcovers are extant on the outside of the combing centered fore and aft. Lodging knees, two on either side, reinforced the cargo hatch. Of these, only knees on the port side are extant and measure 2.1 feet long, 1.9 feet wide, 0.8 feet across the neck and 0.3 feet thick. A very small remnant of the forward lodging knee on the starboard side remains.

Atop the deck beam aft of the hatch, an iron bar is fastened at the centerline of the vessel. The bar is

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Major Anderson Shipwreck (Barkentine)
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1.2 feet wide, stands 0.6 feet off of the deck beam and is 0.12 feet thick. Aft of the hatch and 123.1 feet aft of the stempost are remnants of the cabin frame. The small combing remnant sits on top of a deck beam and is 1.2 feet tall and 0.25 feet thick. The remnants indicate that the cabin was situated to the portside with a walkway along the starboard side of the vessel.

An auxiliary longitudinal support beam was added along the central line atop the stanchions and under the deck beams forward of the cargo hatch. Stanchions are stepped into the bottom of the beam and the top is rabbeted to accept deck beams. Another longitudinal beam was added under the deck beams aft of the hatch. These central beams measure 0.6 feet wide by 0.45 feet thick.

It is likely that many smaller artifacts associated with the *Major Anderson* shipwreck site are buried in the sand within and surrounding her hull. The potential for the *Major Anderson* to produce a significant number of small artifacts is very high. The *Major Anderson* remains upright with her lower hull intact. Data gathered on the site has significantly increased our understanding of barkentine construction, and holds the potential to yield additional significant information essential to understanding nineteenth century maritime commerce. The site remains lightly visited by divers because the recentness of her discovery, as well as her location well away from roads and within the boundaries of Point Beach State Forest.

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Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

Summary

Located 4 miles north of Two Rivers, Wisconsin, the *Major Anderson* (47-MN-485) lies in three to ten feet of water near the mouth of Molash Creek in Lake Michigan. Constructed in 1861 and lost in 1871, the *Major Anderson* is one of only two known barkentines in Wisconsin waters. A barkentine is a type of sailing vessel, one of the least common of the Great Lakes sailing vessels, and is defined by having three or more masts with specific sail rigging on each mast. The fore and mainmasts were square-rigged. The mizzen mast (or if the vessel had more than three masts, the aftermost mast) was fore-and-aft rigged. Of the sails that were fore-and-aft rigged, they usually had a gaff-rigged spanker and gaff-topsail. Additionally, barkentines carried a variety of jibs and headsails on their foremast, main staysails and gaff-topsails. The terms bark and barkentine are used interchangeably in the historic record of the region (as well as this document) as few true barks were present on the Great Lakes. The *Major Anderson*, typical of this vessel type, carried three masts (Cooper and Kriesa 1992). Much of our understanding of this vessel type has come from archaeological data recovered from wreck sites like the *Major Anderson*. The *Major Anderson* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as described in the Multiple Property Documentation *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Major Anderson* was discovered in May 2013 and documented by the Wisconsin Historical Society only weeks after her discovery. The *Major Anderson* remains lightly visited. The site has produced a wealth of archaeological knowledge and has the potential to yield additional archaeological data as more of the wreck is exposed in the shifting sands.

Operational History

Launched on 13 April 1861 in Cleveland, Ohio, and built by Ira Laffrinier for shipping merchant, Hezekiah J. Winslow of Cleveland, the 568 11/95 ton *Major Anderson* measured 153.87 feet long and 33.20 feet in breadth, with a 12.13-foot depth of hold. The vessel was built at a cost of \$22,000. The three-masted barkentine carried heavy spars and 2,800 yards of canvas. She had one deck, a square stern and a figurehead at her bow. Her first Master was Capt. William Jones, formerly of the schooner *William Case* of Cleveland. The U.S. Customs Office in Cleveland assigned the vessel the Official number 16326 (ADGNFPL; *Buffalo Commercial Advertiser* 1861a, 1861b, 1861c; Bureau of Navigation 1861; Williston 1861).

Four other vessels launched on the Great Lakes between 1861 and 1864 carried the name *Major Anderson*. In addition to the barkentine *Major Anderson* described in this nomination, two schooners bearing the same name were also launched in 1861. One schooner *Major Anderson* was a 246-ton canaller, built at Blendon Landing, Michigan. She measured 112 x 26 x 9.6 feet, and was owned by A.C. Litchfield & Co. This vessel was similarly enrolled at both Detroit and Chicago throughout her service history and travelled similar routes. These similarities caused some difficulty in discerning the correct identity of the vessel being described in contemporary news reports. However, her hull, built as

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a canal schooner allowed her to transit the Welland Canal and could provide service to ports on Lake Ontario, whereas the vessel described in this nomination, being too long, wide and deep for the canal locks, could only service ports on Lake Erie and the upper lakes. Additionally in 1861, a 143-ton, 95-foot schooner *Major Anderson* was built at Oswego, New York, constructed and owned by P. Lamoree. This ship was lost in 1863. Then, in 1864 yet another schooner *Major Anderson* was launched. Built at Detroit by A.D. Burden of Spring Wells, Michigan, she was enrolled five times at Detroit between 1864 and 1867. This vessel was considerably smaller with a tonnage capacity of 20-tons (ADGNFPL; Mansfield 1899a; *Marine Record* 1886). By comparing the long trail of arrivals and clearings posted in early newspapers with ownership changes, changes in Masters, and tonnage of cargoes delivered, it was possible to differentiate with a high degree of accuracy which vessel was which in historic documents, and only those believed to belong to the barkentine *Major Anderson*, sunk north of Two Rivers, Wisconsin, are included here.

The barkentine's namesake, Major Robert Anderson, was the commanding officer of sixty Union Army soldiers in Charleston, South Carolina, when the state seceded from the Union in 1860. Without orders, Anderson moved his troops from Fort Moultrie to Fort Sumter in Charleston Harbor holding the fort under siege, with no reinforcements or provisions for months. On 12 April 1861, ten thousand Confederate soldiers and artillery forces lined up against them firing on Fort Sumter, marking the beginning of the Civil War. The fight lasted thirty-four hours, ending on 14 April when Anderson and his men agreed to evacuate the fort. In honor of his valiant fight, the barkentine *Major Anderson* carried a "well executed" painting of Fort Sumter adorning her entire stern (*Buffalo Commercial Advertiser* 1861c; Lawton 1911).

After her launch, the bark *Major Anderson* sailed for Milwaukee; the majestic looking vessel was noted passing Detroit on 29 April 1861 with an American ensign flying high from her mainmast. Upon her arrival at Milwaukee on 13 May a large reception with champagne and wine was held on board where the region's prominent merchants and produce men drank, made toasts and impromptu speeches (*Oswego Commercial Times* 1861a, 1861b).

She loaded her first cargo, 23,000 bushels of wheat bound for Buffalo, but her departure from Milwaukee was delayed several days. Her sailing capacities apparently were not remarkable. Her progress against the head wind was slowed considerably, and her steering gear broke 30 miles east of Point au Pelee, causing an additional 24-hour delay (*Buffalo Commercial Advertiser* 1861c). On 5 October 1861, while attempting to come into Buffalo Harbor against a strong outgoing current from the Buffalo River, she was carried against the Lake Erie breakwater and grounded. A portion of her cargo of corn had to be lightered and the tug *Relief* was contracted on 7 October to free the vessel (ADGNFPL; *Buffalo Commercial Advertiser* 1861d, 1862).

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Lake Michigan, Manitowoc County, Wisconsin

For her first trip of the 1862 shipping season the *Major Anderson* brought 25,000 bushels of wheat to Buffalo from Milwaukee arriving into that port on 28 May (*Buffalo Courier* 1862a). Monthly trips from the western ports of Chicago and Milwaukee to Lake Erie were made in mid-June, July, and August with corn bound for Buffalo (*Buffalo Courier* 1862b, 1862c, 1862d, 1862e; *Oswego Commercial Times* 1862a, 1862b). On the August trip, the *Major Anderson* was towed the distance from Chicago to Buffalo in consort with the bark *Standard* behind the steam screw *Prindiville*. They made the trip along with the steamer *McQueen* that had the bark *Sunshine* in tow. Each of the barks paid \$800 for the towing service; this was the first record of vessels being towed for that distance. She arrived at Buffalo on 15 August with 28,000 bushels of corn (*Buffalo Daily Courier* 1862f). No trips were reported for the month of September 1862. On 4 October, the *Major Anderson* passed upbound at Detroit for Chicago, arriving at that port on 14 October. She was quick to take on another cargo, departing Chicago on 16 October, and arriving in to Buffalo in the early morning hours of 25 October with 29,000 bushels of corn. On the afternoon of 25 October she was reported passing Detroit upbound. At Chicago the bark was chartered for 13.5 cents per bushel to take corn to Buffalo. She loaded and cleared Chicago on 6 November with 27,000 bushels of corn. The *Major Anderson* was chartered for one more corn haul for 1862, bringing her last load of the season to Buffalo at 15 cents per bushel in early December (*Buffalo Daily Courier* 1862g, 1862h, 1862i, 1862j, 1862k; *Oswego Commercial Times* 1862c, 1862d).

On 10 April 1863 W.M. Egan acting on behalf of Hezekiah J. Winslow as ship's husband, reenrolled the *Major Anderson* at the Port of Chicago. Her enrollment had expired while she was out of her home district so temporary papers were issued. The *Major Anderson's* new Master was listed as Captain L.W. Ingraham (Bureau of Navigation 1861, 1863). Little is known of the *Major Anderson's* early shipping season of 1863. On 3 September 1863, the bark, loaded with a cargo of lumber, sprung a leak and became waterlogged while anchored in the lee of Middle Island on Lake Huron. She was three days out from Saginaw, Michigan, bound for Chicago and waiting out a storm when she sank. The tug *Winslow* was dispatched from Detroit with a steam pump to dewater and raise the vessel. The leak was determined to be coming from one of the seams in her centerboard trunk. Easily fixed, she proceeded to Chicago without further delay (ADGNFPL; *Buffalo Commercial Advertiser* 1864; *Buffalo Daily Courier* 1863a; *Detroit Advertiser & Tribune* 1863). Trips were reported from Milwaukee to Buffalo with 25,200 bushels of wheat in October 1863, and from Chicago to Buffalo with 33,768 bushels of oats in November 1863 (*Buffalo Daily Courier* 1863b, 1863c).

The 1864 shipping season began with a trip from Chicago to Buffalo with 22,376 bushels of wheat at the end of May (*Buffalo Daily Courier* 1864a). Upon arrival at Buffalo a new enrollment was entered for change in owners and homeport. Hezekiah Winslow sold a portion of the vessel to his brother, Henry C. Winslow, an attorney from Buffalo. Sometime during 1863 Hezekiah Winslow moved to New York City. Likely because of this move and his brother's involvement with the vessel, the *Major*

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Anderson's homeport was changed to Buffalo (Bureau of Navigation 1864). No trips in June were found in the historic record for the vessel. On 13 July the bark cleared Buffalo bound for St. Clair, Michigan. It is unknown what cargo she carried. Captain Ingraham remained at her helm for the first part of the season (*Buffalo Daily Courier* 1864b). No trips in August were recorded, but on 6 September 1864, the *Major Anderson* passed Detroit bound for an unknown destination on the upper lakes. No trips were found in the historic record for October, but on 4 November the *Major Anderson* cleared the port of Buffalo for Saginaw, Michigan. Captain Gunderson was at her helm. The change in Masters did not appear in her enrollment documents (*Buffalo Courier* 1864c; *Oswego Commercial Advertiser* 1864). Before the end of the 1864 season, another new captain was at her helm. Captain John W. Moore was hired as Master and C.G. Ennis was brought in as Mate (Mansfield 1899b).

Captain Moore stayed on as Master of the *Major Anderson* for the 1865, and the next several shipping seasons. On 13 May 1865, the *Major Anderson* was readmeasured under the allowances of the Act for Enrolling and Licensing Ships and Vessels of 6 May 1864. John C. Harrington was hired as surveyor. The bark's new measurements were 153.92 feet long, 32.64 feet in breadth, 11.71 feet depth, with a capacity of 434.22 gross tons (ADGNFPL; Bureau of Navigation 1865,1866). The vessel carried 37,000 bushels of oats for Judson & Avery from Chicago to Buffalo, arriving on 12 June for her first recorded trip for 1865 (*Buffalo Courier* 1865a). The *Major Anderson* cleared Buffalo on 10 July bound for Saginaw, Michigan, passing upbound at Detroit on 13 July (*Buffalo Courier* 1865b, 1865c). On 16 August, the bark arrived at the port of Buffalo with 28,033 bushels of corn consigned to J.F. Eddy & Co. For her September trip, the Winslow brothers secured a contract to haul wheat from Milwaukee to Buffalo at 8 cents per bushel. Another trip from Chicago was completed on 13 October with 36,384 bushels of oats for Griffin & Co. of Buffalo. She unloaded quickly and cleared Buffalo on the same day for a return to Chicago (*Buffalo Courier* 1865c, 1865f, 1865g).

The *Major Anderson* had an early start for the 1866-shipping season, noted as just the second vessel to arrive in to Buffalo that season. She came in at 4PM on 8 May only hours after the arrival of the bark *Champion* (*Buffalo Courier* 1866). As she was leaving Buffalo Harbor, the *Major Anderson* collided with the iron-hulled revenue cutter *U.S.S. Michigan*. The bark suffered only minor damage totaling \$50 in property loss (ADGNFPL; *Buffalo Commercial Advertiser* 1867). Her second Chicago to Buffalo trip arrived on 13 June with 27,000 bushels of corn consigned to Nims, Gibson & Lyon, and cleared the same day for Chicago. A third Chicago to Buffalo trip arrived on 7 July with 26,600 bushels of corn for Marsh & Steinberg, and cleared the same day for Chicago. No trips were found for August, September, or October. On 10 November, the *Major Anderson* passed Detroit downbound for unknown ports on Lake Erie. No arrivals were found for this voyage (*Buffalo Courier* 1866b, 1866c, 1866d, 1866e).

On 15 May 1867, the *Major Anderson's* enrollment was surrendered at Cleveland as her licenses had

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Section 8 Page 5

Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

expired. A temporary enrollment was entered and upon her return to Buffalo a new permanent enrollment was registered for the bark on 3 August 1867. Hezekiah Winslow bought out his brother and again was listed as sole owner of the vessel. Her homeport remained Buffalo, and Captain Peter Berg became her new Master (Bureau of Navigation 1863, 1867a, 1867b). Little is known about the *Major Anderson's* 1867 shipping season. Only three events were found in historic newsprint. On 7 August 1867, the *Major Anderson* cleared Buffalo for Saginaw, Michigan, and on 12 October she arrived into Buffalo from Milwaukee with 25,800 bushels of wheat consigned to J.R. Bentley & Co. (*Buffalo Courier* 1867a, 1867b). On the morning of 13 November 1867, the *Major Anderson* cleared Buffalo with a cargo of coal bound for Chicago. She was forced to put back into port after losing her centerboard. A new centerboard was installed and she was back in service with little delay (ADGNFPL; *Erie Daily Dispatch* 1867; *Toledo Blade* 1867).

The *Major Anderson's* enrollment was surrendered at the port of Chicago on 1 April 1868 due to a change in owners and districts and a new document was entered on the same day. John Prindiville, professional mariner and vessel owner, and Jesse Spalding, lumberman, both of Chicago purchased the vessel and became equal owners. Her homeport was changed to Chicago and her new Master was Captain John Downing (Bureau of Navigation 1867b, 1868; Bailey and Edwards 1868). The *Major Anderson* arrived into Buffalo from Chicago on 20 May 1868, on board she carried 28,608 bushels of corn consigned to Barclay, Bruce & Co. (*Buffalo Courier* 1868a). Trips from Chicago to Buffalo for grain consigned to Barclay, Bruce & Co. were recorded in late June, in August with 31,183 bushels of oats, and in September with 28,000 bushels of corn (*Buffalo Courier* 1868b, 1868c, 1868d).

On 31 March 1869, a new enrollment was entered at the port of Chicago for a change in owners. Captain John Prindiville sold the schooner *Bay State* to Jesse Spalding and H.H. Porter, who partnered in the lumber manufacturing firm Spalding & Porter, for \$10,000. In exchange, Spalding & Porter transferred ownership of the *Major Anderson* to Captain Prindiville for \$24,000 (*Buffalo Courier* 1869a; Bureau of Navigation 1869a, 1869b). On 7 April 1869, another new enrollment was entered at the Chicago Customs House. John Prindiville sold one-sixth interest in the bark *Major Anderson* to her new Captain, John C. Sullivan for \$4,000 (Bureau of Navigation 1869b; *Buffalo Courier* 1869b).

Straight away in April, the *Major Anderson* was involved in a collision with the schooner *J.M. Hill* in Chicago harbor. The bark lost her mizzen-boom in the collision (ADGNFPL; Hall 1869). No sooner was the *Major Anderson* back in commission when, in May she lost her anchor and anchor chain in Lake Michigan near Chicago (ADGNFPL; Hall 1869). In mid-June the vessel was chartered to bring wheat from Milwaukee to Buffalo at 9 cents per bushel (*Buffalo Courier* 1869c). Although no information has been located for trips in July, August, or September specifically, one trip during the 1869 season made the record books for exceptionally fast sailing- a trip from Chicago to Escanaba and on to Cleveland with iron ore. The *Major Anderson* made the route in 7 days and 11 hours, including

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Major Anderson Shipwreck (Barkentine)
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three days receiving cargoes (*Buffalo Courier* 1869e). On 1 November while the *Major Anderson* was enroute from Cleveland to Chicago to pick up a cargo of corn to be taken to Buffalo, which had been chartered at 10.5 cents per bushel, she ran aground off the North Light at Point au Pelee. While attempts to free the vessel continued to no avail, she remained pounding on the rocks for three days. The tug *Magnet* was summoned, and the bark was freed (ADGNFPL; *Buffalo Daily Courier* 1869d; Dept. of Marine & Fisheries; Hall 1869).

Her late season accident in 1869 kept the *Major Anderson* in drydock for repairs over the winter months and into the 1870 shipping season. Only one trip was found in contemporary newspapers for 1870. On 10 November 1870, the bark cleared Buffalo for Green Bay, Wisconsin, with 290 tons of coal and 2,662 barrels of salt (*Buffalo Courier* 1870).

An early spring cleared the ice and opened navigation by the first week of April 1871. On her first trip upbound with coal bound for Chicago, the *Major Anderson* collided with the *W.F. Allen* at Bar Point just south of the Detroit River outlet into Lake Erie. The *W.F. Allen* sustained significant damage. The *Major Anderson* continued upbound. When she was just east of the Straits of Mackinac in Lake Huron, she stranded on Graham Shoals. The crew was forced to jettison much of her cargo to lighten the vessel and free her. The accident caused \$1,600 in damage to the bark, and cost \$1,900 in loss of cargo (ADGNFPL; *Buffalo Daily Courier* 1871a; Hall 1871).

Damage to the vessel was repaired quickly and during her time at the shipyard, she also received a new deck. On 2 May 1871, the *Major Anderson* cleared Chicago for Buffalo with 28,758 bushels of corn consigned to G.S. Hazard & Co. She arrived at Buffalo on 13 May and cleared the same day for Chicago passing upbound at Detroit on 29 May (ADGNFPL; *Buffalo Courier* 1871b, 1871c, 1871d, 1871e). On 10 June the *Major Anderson* arrived into Buffalo with 28,000 bushels of corn for Clark & Co. from Chicago, discharged her cargo, and cleared the next day for Chicago (*Buffalo Courier* 1871f; *Buffalo Express* 1871). An undocumented trip occurred in late June or early July. On 7 July, the vessel was recorded as she departed Buffalo for Chicago, and as she passed upbound at Detroit on 15 July (*Buffalo Courier* 1871g, 1871h). At Chicago the bark took on 28,317 bushels of corn for Buffalo clearing on 27 July (*Buffalo Courier* 1871i). No documentation of charters was found for August 1871. Two trips were recorded for September 1871. On 4 September the *Major Anderson* cleared Buffalo with 550 tons of coal bound for Chicago, passing upbound at Detroit on 9 September (*Buffalo Courier* 1871j, 1871k, 1871l). At the end of September the *Major Anderson* was chartered to carry wheat from Chicago to Buffalo for the Chicago Gas Company at 13 cents per bushel, but the vessel was in Buffalo. On 28 September, she loaned with 500 tons of coal and cleared Buffalo for Chicago for the second time in September (*Buffalo Courier* 1871l; *Milwaukee Sentinel* 1871b). She passed upbound at Detroit on 3 October (*Buffalo Courier* 1871m).

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Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

In early October strong winds, extreme heat, and dry conditions, fueled several forest fires across the region. Large fires burned unabated for days. The most well-known fire that consumed large sections of Chicago from 8 October through 12 October became known as the Great Chicago Fire, and the fire that burned through northern Wisconsin became known as the Pestigo Fire. Many other forest fires burned days before, and other fires flared up after these famous events. As a result, dense smoke hung over Lake Michigan. Paired with heavy gale conditions at 2AM on 7 October 1871 Captain Sullivan became disoriented, made an error in navigation, and ran the *Major Anderson* ashore three miles north of Two Rivers, Wisconsin, near the mouth of Molash (Mahaska) Creek. Both of the vessel's small boats were damaged in the accident so when orders were given to abandon ship, the crew was forced to swim ashore. On 8 October, the tug *C.W. Wood* was sent from Chicago with a pump to render assistance, but the tug was unable to come close to the vessel as the storm raged on for several more days. The *Major Anderson* emerged after the storm severely broken; the vessel and her cargo were declared a total loss. Her hull was valued at \$10,000 and insured for \$6,000; her cargo valued at \$5,000 was insured for \$2,800. Besides the loss of the vessel, John Prindiville suffered additional property loss at his Chicago wharf in the Great Chicago Fire (*Buffalo Courier* 1871n, 1871o; *Manitowoc Pilot* 1871a; Mansfield 1899a, 1899b; *Milwaukee Sentinel* 1871a, 1871b).

On 2 November 1871, U.S. Marshall Hamilton sold salvage rights for the *Major Anderson* to Windiate & Richards of Chicago. The tugs *Kitty Smoke* and *Active* were dispatched to remove her rigging and deck machinery (*ADGNFPL Buffalo Express* 1871b, 1871c; *Buffalo Courier* 1871o; Hall 1871; *Manitowoc Pilot* 1871b; *Milwaukee Sentinel* 1875). After salvage, the *Major Anderson's* wreck site remained forgotten until her discovery in May 2013 by ultralight pilots. Although an attraction for Point Beach State Forest visitors, she remains lightly visited by kayakers, divers and snorkelers today.

Integrity and Archaeological Significance

All of the *Major Anderson's* hull components are represented within the wreck site; the site retains excellent archaeological integrity, and sites such as the *Major Anderson* present a rare opportunity to study and learn about historic wooden vessel, specifically barkentine, construction, and how these vessels were used in the grain and lumber trades. The *Major Anderson* is one of only two known barkentines in Wisconsin waters. Her wreck site was forgotten after salvage in 1871, and covered by sand at the outlet of Molash Creek into Lake Michigan. Only recently uncovered from the sands and noticed in the spring of 2013, she remains lightly visited.

The *Major Anderson* meets the registration requirements for Criteria D at the state level for the property type sailing vessel as established in the Multiple Property Document *Great Lakes Shipwrecks of Wisconsin* (Cooper and Kriesa 1992). The *Major Anderson* is an example of a vessel type that was vital to Wisconsin's economy and the economy of the Midwest through maritime bulk cargo transportation, an infrastructure prior to the development of road and rail networks. She serviced the

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Major Anderson Shipwreck (Barkentine)
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Great Lakes from the time of the Civil War, through the height of the lumber boom, and was lost in the smoke from the vast regional forest fires and gales, which are attributed to the Great Chicago and Peshtigo Fires.

Many opportunities remain for future archaeological research on the *Major Anderson* as sands shift, and the site becomes exposed as lake levels change. Additional information from the site may significantly add to our understanding of Great Lakes sailing vessels. Nineteenth-century wooden vessels were rarely built to drawn plans. Today, little documentation exists that illustrates how these vessels were constructed, the nuances of differing hull lines, construction techniques, and adaptations to bulk cargo needs, between sailing vessel types. The only investigated barkentine in Wisconsin waters, data gathered on the *Major Anderson* has significantly increased our understanding of barkentine construction, and through additional archaeological investigation, holds the potential to yield additional information essential to understanding nineteenth century maritime commerce specifically in the grain and lumber trades.

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Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

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1868 *Bailey and Edward's Chicago Directory*. Edwards & Co. Publishers, Chicago, IL.

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- 1861a *Buffalo Commercial Advertiser*. 12 April.
- 1861b *Buffalo Commercial Advertiser*. 15 April.
- 1861c *Buffalo Commercial Advertiser*. 22 May.
- 1861d *Buffalo Commercial Advertiser*. 8 October.
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- 1864 *Buffalo Commercial Advertiser*. 20 January.
- 1867 *Buffalo Commercial Advertiser*. 26 February.

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- 1862a *Buffalo Courier*. 29 May.
- 1862b *Buffalo Courier*. 17 June.
- 1862c *Buffalo Courier*. 27 June.
- 1862d *Buffalo Courier*. 4 July.
- 1862e *Buffalo Courier*. 29 July.
- 1862f *Buffalo Courier*. 16 August.
- 1862g *Buffalo Courier*. 6 October.
- 1862h *Buffalo Courier*. 17 October.
- 1862i *Buffalo Courier*. 20 October.
- 1862j *Buffalo Courier*. 27 October.
- 1862k *Buffalo Courier*. 8 November.
- 1863a *Buffalo Courier*. 10 September.
- 1863b *Buffalo Courier*. 12 October.
- 1863c *Buffalo Courier*. 14 November.
- 1864a *Buffalo Courier*. 26 May.
- 1864b *Buffalo Courier*. 14 July.
- 1864c *Buffalo Courier*. 5 November.
- 1865a *Buffalo Courier*. 12 June.
- 1865b *Buffalo Courier*. 11 July.
- 1865c *Buffalo Courier*. 14 July.

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Major Anderson Shipwreck (Barkentine)
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- 1865d *Buffalo Courier*. 16 August.
 - 1865e *Buffalo Courier*. 22 September.
 - 1865f *Buffalo Courier*. 13 October.
 - 1865g *Buffalo Courier*. 14 October.
 - 1866a *Buffalo Courier*. 9 May.
 - 1866b *Buffalo Courier*. 14 June.
 - 1866c *Buffalo Courier*. 7 July.
 - 1866d *Buffalo Courier*. 9 July.
 - 1866e *Buffalo Courier*. 14 November.
 - 1867a *Buffalo Courier*. 8 August.
 - 1867b *Buffalo Courier*. 13 October.
 - 1868a *Buffalo Courier*. 21 May.
 - 1868b *Buffalo Courier*. 25 June.
 - 1868c *Buffalo Courier*. 31 August.
 - 1868d *Buffalo Courier*. 24 September.
 - 1869a *Buffalo Courier*. 26 March.
 - 1869b *Buffalo Courier*. 8 May.
 - 1869c *Buffalo Courier*. 22 June.
 - 1869d *Buffalo Courier*. 6 November.
 - 1869e *Buffalo Courier*. 13 December.
 - 1870 *Buffalo Courier*. 10 November.
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 - 1871b *Buffalo Courier*. 4 May.
 - 1871c *Buffalo Courier*. 15 May.
 - 1871d *Buffalo Courier*. 16 May.
 - 1871e *Buffalo Courier*. 22 May.
 - 1871f *Buffalo Courier*. 12 June.
 - 1871g *Buffalo Courier*. 8 July.
 - 1871h *Buffalo Courier*. 17 July.
 - 1871i *Buffalo Courier*. 31 July.
 - 1871j *Buffalo Courier*. 5 September.
 - 1871k *Buffalo Courier*. 11 September.
 - 1871l *Buffalo Courier*. 29 September.
 - 1871m *Buffalo Courier*. 4 October.
 - 1871n *Buffalo Courier*. 10 October.
 - 1871o *Buffalo Courier*. 10 November.

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Major Anderson Shipwreck (Barkentine)
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Buffalo Express (Buffalo, New York)

- 1871a *Buffalo Express*. 12 June.
- 1871b *Buffalo Express*. 3 November.
- 1871c *Buffalo Express*. 23 December.

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- 1861 *Major Anderson* Permanent Enrollment No. 39. Port of Cleveland, Cuyahoga Customs District, Record Group 41, U.S. National Archives, Washington D.C.
- 1863 *Major Anderson* Temporary Enrollment No. 56. Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington D.C.
- 1864 *Major Anderson* Permanent Enrollment No. 152. Port of Buffalo, Buffalo Creek Customs District, Record Group 41, U.S. National Archives, Washington D.C.
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- 1866 *Merchant Vessels of the United States*. United States Government Printing Office, Washington D.C.
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- 1867b *Major Anderson* Permanent Enrollment No. 39. Port of Buffalo, Buffalo Creek Customs District, Record Group 41, U.S. National Archives, Washington D.C.
- 1868 *Major Anderson* Permanent Enrollment No. 255. Port of Chicago, Illinois Customs District, Record Group 41, U.S. National Archives, Washington D.C.
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Section 9 Page 4

Major Anderson Shipwreck (Barkentine)
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1871 *Marine Disasters of the Western Lakes during 1870*. Detroit, MI.

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1861b *Oswego Commercial Times*. 20 May.

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Major Anderson Shipwreck (Barkentine)
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Major Anderson Shipwreck (Barkentine)
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Verbal Boundary Description:

The boundary for the *Major Anderson* site is marked by a circle with a radius of 200 feet, centered on the UTM coordinates 0458733 Easting, 4892232 Northing, Zone 16.

Boundary Justification:

This site boundary was chosen to encompass the wreck site and associated debris field.

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Section photos Page 1

Major Anderson Shipwreck (Barkentine)
Lake Michigan, Manitowoc County, Wisconsin

Photo #1 of 2

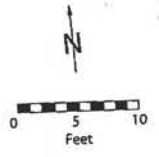
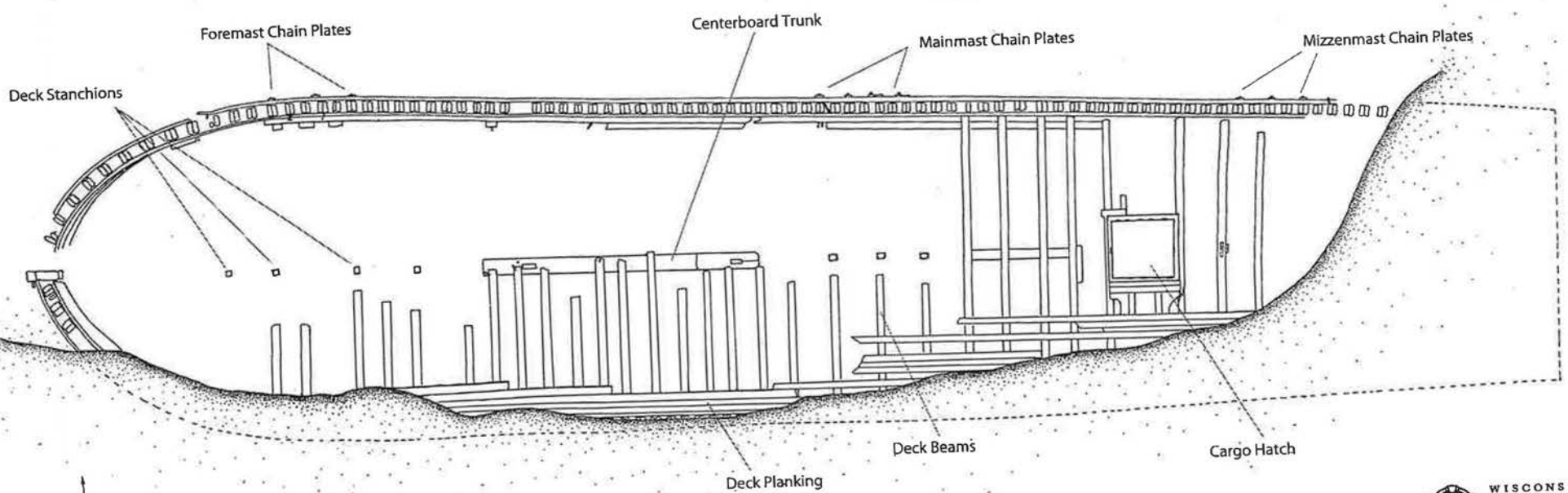
Major Anderson Shipwreck (Barkentine)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2013
Starboard side lumber port aft of foremast chainplates looking forward

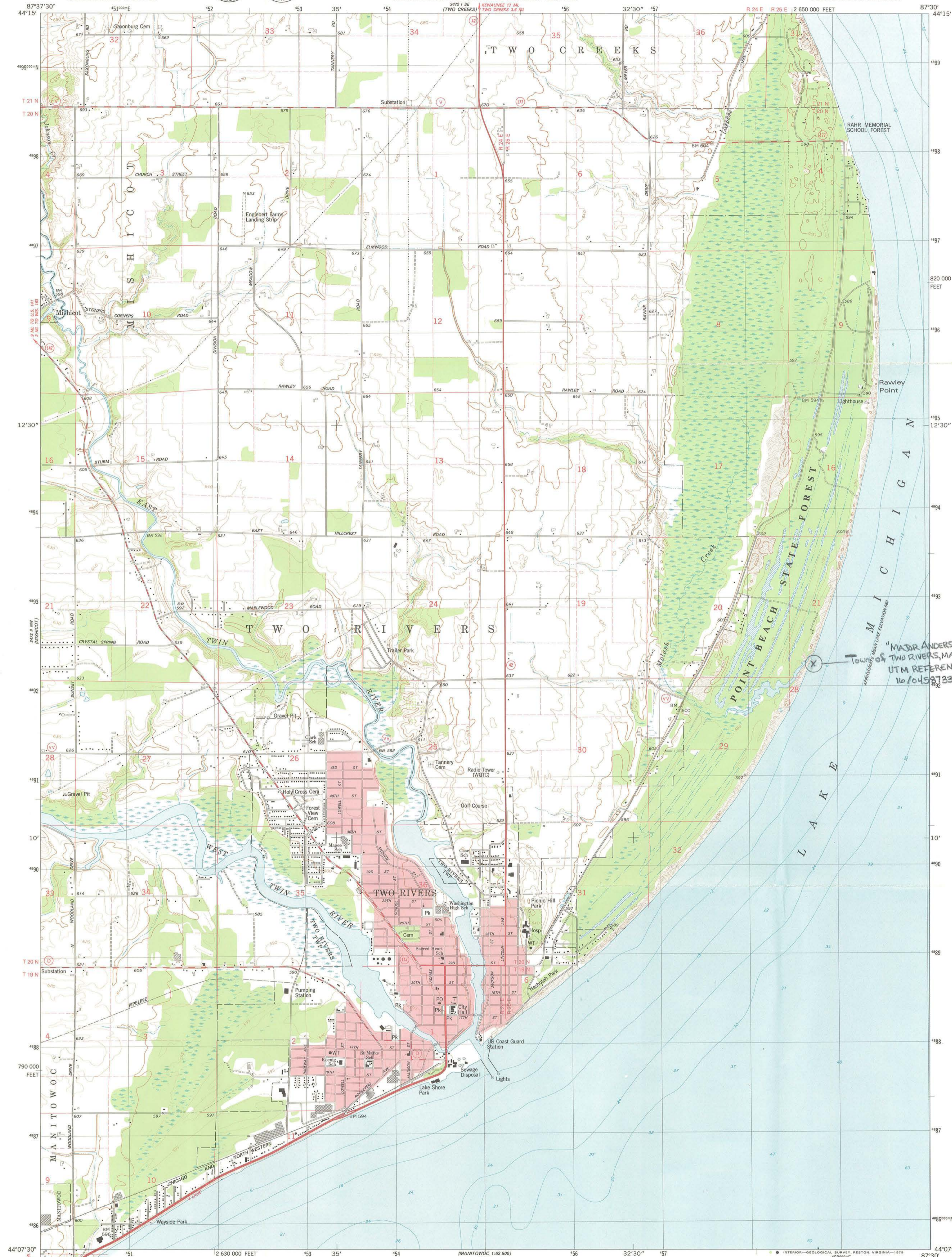
Photo #2 of 2

Major Anderson Shipwreck (Barkentine)
Manitowoc County, Wisconsin
Photographer Tamara Thomsen
August 2013
Aft end of centerboard trunk with portside deck beams, looking aft

Major Anderson Shipwreck (Barkentine)

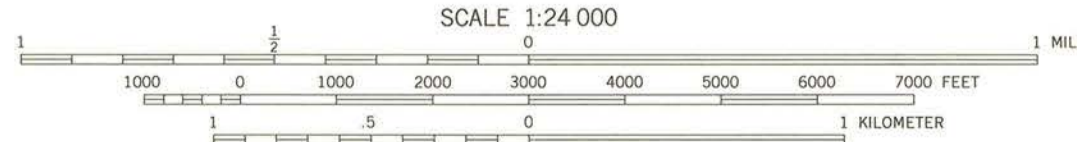
Two Rivers, Manitowoc County, Wisconsin





"MAJOR ANDERSON" SHIPWRECK (Barkentine)
TOWN OF TWO RIVERS, MANITOWOC CO., WI
UTM REFERENCE
16/0458733/489232

Mapped, edited, and published by the Geological Survey in cooperation with the Wisconsin Division of Highways and Wisconsin Geological and Natural History Survey
Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1976. Field checked 1976. Map edited 1978
Selected hydrographic data compiled from NOS/NOAA Chart 14903 (1975). This information is not intended for navigational purposes
Projection and 10,000-foot grid ticks: Wisconsin coordinate system, south zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 16
1927 North American datum
Red tint indicates areas in which only landmark buildings are shown
There may be private inholdings within the boundaries



CONTOUR INTERVAL 10 FEET
DOTTED LINES REPRESENT 5-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS LOW WATER 576.8 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092 AND WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Unimproved road, hard surface
Light-duty road, hard or improved surface
Interstate Route
U. S. Route
State Route



TWO RIVERS, WIS.
NE/4 MANITOWOC 15' QUADRANGLE
N4407.5-W87307.5





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY MAJOR ANDERSON (barkentine) Shipwreck
NAME:

MULTIPLE Great Lakes Shipwreck Sites of Wisconsin MPS
NAME:

STATE & COUNTY: WISCONSIN, Manitowoc

DATE RECEIVED: 8/29/14 DATE OF PENDING LIST: 9/29/14
DATE OF 16TH DAY: 10/14/14 DATE OF 45TH DAY: 10/15/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14000866

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10.15.14 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



TO: Keeper
National Register of Historic Places

FROM: Peggy Veregin

SUBJECT: National Register Nomination

The following materials are submitted on this 27th day of August 2014,
for the nomination of the Major Anderson Shipwreck (Barkentine) to the National
Register of Historic Places:

- 1 Original National Register of Historic Places nomination form
- Multiple Property Nomination form
- 2 Photograph(s)
- 1 CD with NRHP Nomination Form Word Document
- 1 CD with electronic images
- 1 Original USGS map(s)
- 1 Sketch map(s)/figure(s)/exhibit(s)
- Piece(s) of correspondence
- Other _____

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do _____ do not _____
- constitute a majority of property owners.
- Other: _____